

COUNTRY ~~East Germany~~ Approved For Release 2002/08/14 : CIA-RDP82-00457R015300490005-8

TOPIC Cottbus Airfield

EVALUATION see below

PLACE OBTAINED

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DATE OF CONTENT 24 September to 18 October 1952

DATE OBTAINED DATE PREPARED 14 November 1952

REFERENCES 25X1

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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SOURCE

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1. At 8 a.m. on 29 September 1952, a single-engine, low-wing monoplane practiced flying at an altitude of about 120 meters at Cottbus airfield. The fuselage of the plane which was painted gray-green and was marked by a red Soviet star with a white circle behind it. Only one plane was seen aloft. The cloud base was at an altitude of about 200 meters.
2. Except for Saturday and Sunday, there was daily flying at the field between 6 and 18 October. A member of the Volkspolizei gave the take-off signals. Eleven aircraft, each having a two-man crew, participated in the air activity. Russians, VP officers and ~~XX~~ were seen. (1) The training aircraft used were fitted with a five-cylinder radial engine estimated at about 150 HP. The planes had landing flaps, landing gears and tail wheels without cowlings. The planes had no variable pitch propeller; the propeller hub was yellow and a pitot tube was seen on the left wing. (2)
3. Source learned from VP personnel that two companies of student pilots, a parachute company and a motor transport company were stationed at the field in mid-October. He was furthermore told that the division headquarters was located in the newly constructed single-story brick building located on the east side of the highway to Burg. A radar set was allegedly also available at the field, which was occupied by about 45 aircraft. Since 7 October, new uniforms have been worn. Gold and silver insignia were seen on officers' uniforms; wings were also seen on some of the blue collar patches. (3)
4. In mid-October, the Athletic and Technical Association intended to start training with gliders. Five model SG 38 gliders and a winch besides the required flying suits were available at the field. (4)

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6. From 3:30 to 4:30 p.m. on 15 October, there was local flying at the field. The weather was rainy, and visibility was limited to about 5 km. About 25 VP and 3 civilians, several trucks and sedans, an ambulance, a fire truck, and a van-like truck with a rod antenna about 1.3 meters high with a corona at its top, besides two or three tank trucks were seen at the take-off point. (5)
7. The aircraft used at the field for training purposes were single-engine, low-wing monoplanes with two-bladed propellers. The plane was fitted with a plexiglass cabin containing two seats in tandem. Aft of the cabin there was an antenna rod. On the underside of the wing, source saw a small oil cooler and an air intake. The plane is fitted with a rigid landing gear and a tail wheel. The tail assembly was in the shape of a spade.

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8. On 15 October, source observed 125 VP engaged in close order drill at the northern edge of the landing field. German commands were heard. About 50 aircraft crates were seen in the northeastern corner of the field. Blocks of dwelling houses were apparently under construction on the north side of Burger Chaussee near the airfield.

9. On 10 October, three railroad tank cars loaded with 12,210, 17,050, and 11,500 kg of fuel respectively arrived at the field. Three other railroad tank cars loaded with 9,930 kg, 11,950 kg, and 11,980 kg of fuel arrived on 12 October. Three railroad tank cars, each of which were loaded with 11,500 kg of gasoline arrived on 15 October.

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10. On 15 October, a VP officer and VP personnel boarded a train bound for Cottbus at the Kamenz railroad station. The VP wore the new VP uniforms with blue collar patches and wings; they left the train at Cottbus.
11. On 15 October, source learned from an engineer in Cottbus that school flying was practiced at the field which had been handed over to the Volkspolizei. The training aircraft were of Soviet origin and the pilot instructors were Russians.

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12. Source learned from an instructor of the Athletic and Technical Association that an intensified propaganda campaign was being conducted by the association in Cottbus. Ten percent of the students of the local high school joined the association. Only the judges of the judicial administration had declared themselves ready to join the association. The association was equipped with 8 motorcycles, 1 glider, and some riding horses. Little gasoline was available. At first, all the members of the association were to receive basic field training and training in firing. Work on the construction of a target range was to be started on 11 October. The members of the association were to be issued uniforms. The district headquarters of the association was in the building of the former labor court on Karl Liebknecht Strasse. The training to be conducted by the association in Cottbus was to be centered on flying. Training in the field of motor transport was to be completed after six months.

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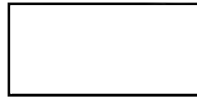
Comments.

- (1) A regiment of the 1st VP Div is stationed at Cottbus. The training of the pilots of this regiment is supervised by Soviet personnel.

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- (2) It was previously assumed that the VP pilots were being trained with Yak-11s. However, the present report indicates that Yak-18 aircraft are in use.
- (3) The division headquarters of the 1st VP Air Div was previously believed to be in Kamenz. Indications that the headquarters had moved to Cottbus were contained already
- (4) The Athletic and Technical Association is charged with the para-military training of youth in East Germany.
- (5) It is believed that the training flights are controlled by means of voice radio communication.

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